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tant particular mislead the student who uses its great array of facts. The work is a valuable addition to the literature of the Civil War.

*Social and Industrial Conditions in the North during the Civil War.*

By EMERSON DAVID FITE, Ph.D., Assistant Professor of History in Yale University. (New York: The Macmillan Company. 1910. Pp. vii, 318.)

THIS book is a distinct and valuable contribution to the history of the period. The mass of facts hitherto unclassified by historians is enormous. The absence of a bibliography renders it difficult to determine what sources the author has exhausted, but the foot-notes reveal those which he has found profitable. Especially commendable is the abundant use of periodical literature, and in particular of religious papers. State publications seem to have been somewhat neglected, and personal material almost entirely. In general, the facts, admirably arranged, are left to tell their own story, but there are a few passages of brilliant comment. The scope of the work is broad, extending from labor-unions (pp. 204-212) to the Yale-Harvard boat-race of 1864 (pp. 266-267). There are chapters on agriculture, mining and lumbering, transportation, manufacturing, commercial life, capital, labor, public improvements, education, luxuries and amusements, and charity. The greatest contributions seem to be the study of the European market for American food stuffs (pp. 97-123), which has previously appeared in much the same form in Mr. Fite's article in the *Quarterly Journal of Economics*, XX. 259-278; the description of the movement into the interior mining regions (pp. 36-41); the discussion of the plans for a Mississippi-Atlantic canal (pp. 48-54); and the chapters on capital and labor.

It is difficult to sever a period like that of the Civil War from those before and after it. Mr. Fite has cut the knot, and is scarcely ever led either backward or forward, though many questions are obviously handled with present-day conditions in mind. This lack of a standard of comparison is apt to mislead the general reader, especially in the discussion of immigration and the chapter on public improvements, but, of course, will not affect the better informed. The topical arrangement of chapters, moreover, creates an impression of uniformity, dulling the sense of development during the period, and of the varying conditions in different parts of the country. It was, however, the proper method to adopt, and Mr. Fite has handled it with great skill, except, perhaps, that the Ohio Valley does not sufficiently stand out as an important unit, separate in circumstance and interest.

Mr. Fite takes "for granted the reader's knowledge of the existence of the shifting paper standard of values" (p. vi), and so handles the subject that no confusion arises on that score. Without any such explanation, the tariff is equally neglected. This omission seriously affects certain portions of the book. To treat government contracts as

the "greatest of all incentives" for the expansion of manufactures (p. 96) is to leave one utterly unprepared for their continued growth during Reconstruction. It is difficult to think of any economic feature of our life so essentially bound up with the war as this. This omission, perhaps, led to disregard of the important difference in the rise of prices of agricultural and of manufactured goods, which gave the East a disproportionate share of the prosperity of the time, and, as wages rose less than either, afforded opportunity for the accumulation of that capital, the use and abuse of which is described in the chapters on transportation, mining, charity, and amusement. Mr. Fite treats the rise of prices rather cavalierly. The statement that "The rich man could afford cotton at any price, and for those of moderate means there were woolens, silks, and other fabrics", if not made humorously, recalls Marie Antoinette. It seems to the reviewer that Mr. Fite has gone too far in denying the hardness of the times. There is something of the method of the smoothed curve, applied in this case to a period where personal variation was at the maximum. Even if half the army consisted of boys of twenty-two or under, the vast majority had been at work, and for hundreds of thousands of families, in a period of rising prices and economic change, bounties and pay could not make up their loss. In discussing the problem of labor supply, Mr. Fite distinctly overestimates the importance of agricultural labor-saving devices (pp. 6-8). The numbers which he himself gives are entirely inadequate to accomplish the ends he assigns them, and machinery, as yet, performed but few of the farm services. As a matter of fact, purely agricultural counties reached their maximum population about 1870. Child labor, the importance of which is so clearly brought out in statistics of school attendance, is not adequately treated.

The book seems singularly free from errors. The only one observed was that of attributing to the Mormons of this period a method of migration (p. 35) which they had abandoned after disastrous failure a few years before.

CARL RUSSELL FISH.

*The Last American Frontier.* By FREDERIC LOGAN PAXSON, Junior Professor of American History in the University of Michigan. (New York: The Macmillan Company. 1910. Pp. xi, 402.)

By "the last American frontier" is meant the area beyond the first tier of states west of the Mississippi River, the traditional "Great American Desert". In the present work the author recounts the struggle for this frontier, which he regards as extending in one form or another from 1821 to 1885. Because the book is written in an easy, readable style, catching somewhat of the picturesque atmosphere of the West, one is inclined to overlook a tendency to phrase-making which sometimes leads the author astray. For example, to the frontiersman Indians were no better than "wild beasts"—it would seem of doubtful